

judged by the specimens we have seen; it is self-evident that the sources from whence inspiration has been drawn has not been always of the purest or most trustworthy. Nor is it to be wondered at, under the circumstances, that he should now and then "put his foot in it"; and the question therefore suggests itself;—why should he be placed in such a false position; why should he be compelled to make of himself that which nature thoughtfully omitted to do at the outset of his career? "Tis the old old story." The jealousy which showed itself

some six thousand years ago outside the fences of Eden is still at work. In some form or another the green-eyed monster survives. The Flood failed to quench it; the fire and brimstone of the Cities of the Plain just played "haff" against it and rebounded; and now the poor China Consul

is the victim. A cry-begotten of prolonged depression in trade and much suffering—themselves the offspring of that 'desire to be rich,' that extravagance, that socialism and communism, and that unholily craving after other people's possessions, which are the characteristics of present day advancement and radicalism—has been raised in England that the foreigner, through the media of his official staff, is wrothing from her the little share of the world's custom.

And his presidential negotiator has accordingly
her own; and the agitators demand that
their—the British—Government extend to
them identical support to enable them to
hold their place in the competition. Is this
necessary, or reasonable, or just? A Consul
here and there in China and Japan has
uttered his feeble protest in the premises,
and the surprise of all business men is that
such protest has not been universal. The
"Open Ports" are crowded with British man-

Uganda has three or four hundred British merchants, honest men and true, whose experience is ever at the command of him who may require, and is willing to pay for it. To them naturally the natives make known their wants, and it follows that they are the best qualified to furnish the information now demanded of our representatives. And that it is most unjust to the latter that they should be asked to become 'contes' for this.

that, or the other private merchant, as the maker of needles, or collector of antiquarianism, horse-shoes, or to mix themselves up in any speculation, contract, or business in which, through misfortune or misarrangement, they might eventually be required to act in the capacity of judge. The hand which holds the balance may not incline either to the right or left, and it is the proud boast of us Britons—here in China, at all events—that whatever faults and shortcomings may

Consuls have in times past developed
"respect of persons" has rarely been
amongst the number. The system of
representative intervention on behalf of pri-
vate adventurers must receive unqualified
condemnation at the hands of every impartial
man, and it is to be hoped the great British na-
tion will never countenance nor encourage
the cry now raised—a cry which is most
essentially low and selfish, and the natural
ending of which is trouble and shame. Our
Consuls have other and nobler work to do

That periodical reports on the frauds of the countries to which they are commissioned, are—its peculiarities and requirements, are—highly desirable no one will deny, and the earlier those are issued the better; but it is infinitely more desirable that the energies, talents and talents of our representatives be directed towards the protection of the interests of their nationals and the enforcement of their just rights than that their strength and substance should be wasted on bits of native cloths, horse-shoes and the like.

Such things are the peculiar care of the
 merchant, and they may safely be left with
 him, not relegated to an official who knows
 nothing of them and whose intervention is
 safe sooner or later to bring him into
 trouble.

Quotations.

HONGKONG, October 11.

OPIMUM—New Patna, cash,.....	£20/21½
" Old " "	" "
" " " "	" "

are	28	New Denares, cash.....	500
re	28	Old " " cash.....	500
nd	12	New Malwa, cash.....	520
ad	12	Allowance, Tael.....	48/64
his	12	Old Malwa, cash.....	540
is	12	Allowance, Tael.....	48/64
pe-	12	Persian, Oily, cash.....	400/450
dic-	12	Allowance, Tael.....	16/32
as	12	Persian, Paper tied.....	400/505
on	12	Allowance, Tael.....	16/32

Exchange.

Barren, October 11

On London—	
Bank, Wire,	3/28
" On demand,	3/24
" 30 days' sight,	3/23
" 4 months' sight,	3/24
Credits, 4 " " " "	3/31
Documentary, 4 months' sight	3/31
On Paris—	
On demand,	4/05
Credits, 4 months' sight,	4/14
On New York—	

On demand,	78
Credits, 30 days' sight,	70 1/2
On Bombay—	
Wire,	222
On demand,	222 1/2
On Calcutta—	
Wire,	222
On demand,	222 1/2
On Shanghai—	
On demand,	71 1/2
30 days' si. ht.,	72 1/2
Gold Leaf, 100 fine	\$32.25

Sovereignty,	\$0.05
Temperature.	
<i>(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)</i>	
BAROMETER—3 A.M.	29.860
Do. 1 P.M.	29.800
Do. 4 P.M.	29.764
THERMOMETER—3 A.M.	83
Do. 1 P.M.	87
Do. 4 P.M.	86
Do. (Wet bulb) 9 A.M.	76
Do. Do. 1 P.M.	70

Do.	Do.	4 P.M.	79
Do.	Maximum	...	87
Do.	Minimum over night	...	80

METEOROLOGICAL REGISTER.
 AT 4 P.M. TO-DAY.

Barometer	...	29.72
Temperature	...	85
Humidity	...	66
Direction of Wind	...	—
Force	...	0

weather b

Hongkong Observatory, Oct. 11, 1886.

**SUN AND TIDE TABLE FOR
HONGKONG.**

(From *The Hongkong Almanack*.)

OCTOBER.

	HIGH WATER.		SUN,	
<i>Day of Month.</i>	<i>Morn.</i>	<i>Aft.</i>	<i>Rises.</i>	<i>Sets.</i>
	H. M.	H. M.	H. M.	H. M.
1st	9 17	9 21	5 57	5 29

14	2.59	0.53	5.37	5.59
15	10.39	10.20	5.68	5.94
16	11.22	10.45	5.58	5.83
17	0.10 ^a	11.11	5.59	5.82
18	1.6 ^a	11.44	5.55	5.81

High water at Whampoa : 2 hrs. 30 mins. later at Hongkong ; at the Barrier : 3 hrs. 15 mins. ; at the Salt Pans : 4 hrs. 30 mins. ; at Shamscuen : 1 hr. 15 mins.

Moon.—Full Moon 13d. 11h. 1m. morning.

001. ing

NOTICES TO CONSIGNEES.

FROM SINGAPORE AND LONDON.

THE S.S. *Albatross*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Underwriter, whence and/or from the Wharves or Barks delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 p.m. To-day.

Cargo remaining undelivered after the 12th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.
Hongkong, October 5, 1886. 1900

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Wingard*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods including Salspêtre are being landed at their risk into Messrs. JARDINE, MATHESON & Co.'s Godowns, West Point, whence delivery may be obtained.

All Claims must be made immediately, as none will be entertained after the 12th Instant.

Cargo remaining undelivered after the 12th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, October 5, 1886. 1901

NOTICE TO CONSIGNEES.

S.S. *ANGERS*, FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are requested to send in their Bills of Lading to the Underwriter for countersignature, and to take immediate delivery of their Goods from alongside the Steamer.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense. All Claims against the Steamer must be sent in immediately.

ADAMSON, BELL & Co.,
Agents.
Hongkong, October 6, 1886. 1921

UNION LINE.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Clymore*, Captain GULLAN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Underwriter for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Japan unless notice to the contrary be given before Noon To-day, the 5th Instant.

All Claims against the Steamer must be presented to the Underwriter on or before the 10th Instant, or they will not be recognised.

RUSSELL & Co.,
Agents.
Hongkong, October 6, 1886. 1918

UNION LINE.

FROM ANTWERP, HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Dupuy de Lôme*, Captain COUP, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Underwriter for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at the Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Shanghai, unless notice to the contrary be given before Noon To-day, the 5th Instant.

All Claims against the Steamer must be presented to the Underwriter on or before the 10th Instant, or they will not be recognised.

RUSSELL & Co.,
Agents.
Hongkong, October 5, 1886. 1917

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP *NURNBERG*, FROM BREMEN AND PORTS OF CALL.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed at their risk into the Godowns at the Kowloon Piers, whence delivery may be obtained.

Optional Cargo will be forwarded on unless notice to the contrary be given before 4 p.m. To-day, the 5th Instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 10th Instant will be subject to rent.

All Claims must reach us before 4 p.m. of the 10th Instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

MELCHERS & Co.,
Agents.
Hongkong, October 8, 1886. 1928

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Heperia*, Capt. CHRISTENSEN, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Underwriter, whence and/or from the Wharves or Barks delivery may be obtained.

Cargo remaining undelivered after the 10th Instant will be subject to rent.

No Claims will be admitted after the Goods have left our Godowns.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SIEMSEN & Co.,
Agents.
Hongkong, October 9, 1886. 1923

Intimations.

THE HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO-BOAT COMPANY.

THE Company will receive STEAMERS and SAILING VESSELS alongside their Wharves at Kowloon, and Land, Re-ship, and/or Store GENERAL CARGOES, RICE, OIL, CORN, GRAIN or MERCHANDISE in First-Class Godowns at *Chow Sze*. Also COALS in specially constructed Sheds.

For the convenience of Commanders and Storekeepers the Company's Launch *Hongkong* will convey to and fro those interested FREE OF CHARGE, starting from the Pedder's Wharf every hour from 6 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-hour.

For further Particulars, apply to

W. KERFOOT HUGHES,
Agent,
Pedder's Street,
Hongkong, February 17, 1886. 331

DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ATTACHED APPOINTMENT AND LATERLY ASSISTANT TO DR. HOOKER.)
At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

No. 2, DUNDRELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address.

2, DUNDRELL STREET,
(Next to the New Oriental Bank.)
Hongkong, January 12, 1885. 66

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Underwriter is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, August 25, 1885. 1453

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOYAGERS' and TELESCOPES.

RIGBY'S LECTURE and OTHER COMPASSES.

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English SILVER and ELECTRO-PLATED WARE.

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GOLD and SILVER JEWELLERY, in great variety.

DIAMONDS.

DIAMOND JEWELLERY.

A Splendid Collection of the Latest London PATTERNS, at very moderate prices. 742

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BY ERNEST J. EITEL, Ph.D., Tübingen.

THIRD EDITION.

REVISED, WITH ADDITIONS.

Price, ———— \$1.50.

LANE, CRAWFORD & Co.

Hongkong, August 20, 1884. 1898

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1878.

INSURANCES.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Underwriter having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies of current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE).

CAPITAL—TWO MILLIONS STERLING.

THE Underwriter are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Halls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNOLD, KARBURG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1867. 100

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Underwriter are prepared to accept Risks on First Class Godowns at 1 per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881. 938

Insurances.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Underwriter, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882. 14

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Underwriter having been appointed Agents for the above Company, are prepared to grant Policies on MARINE RISKS at Current Rates.

ARNOLD, KARBURG & Co.
Hongkong, November 5, 1882. 855

THE AMICABLE INSURANCE OFFICE, LIMITED.

(OF CALCUTTA).

THE Underwriter are prepared to GRANT Policies on MARINE RISKS at Current Rates.

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, September 27, 1886. 1843

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

also BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON THURSDAY, the 19th October, 1886, at Noon, the Company's S.S. *ANADYK*, Commandant DELACROIX, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 18th October, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, October 2, 1886. 1882

Accidental & Oriental Steam-Ship Company.

FAIRING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *OKANIAN* will be despatched for San Francisco, via Yokohama, on THURSDAY, 21st October, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

Reverses—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Re-embarking Passengers, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

O. D. HARMAN,
Agent.
Hongkong, October 2, 1886. 1884

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, ANTWERP, BREMEN & HAMBURG. PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON TUESDAY, the 2nd day of November, 1886, at Daylight, the Company's Steamship *NURNBERG*, Capt. BECKDOW, with MAELS, PASSENGERS, SPECIE, and CARGO will leave this Port as above.

Shipping Orders will be granted till Noon, Cargo will be received on board 4 p.m., Specie and Parcels until 3 p.m. on the 1st November, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Company is prepared to GRANT Policies of INSURANCE on TREASURES and CARGO shipped by their own Steamers.

For further Particulars, apply to

MELCHERS & Co.,
Agents.
Hongkong, October 5, 1886. 1906

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF SYDNEY* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 12th October, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Re-embarking Passengers, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

O. D. HARMAN,
Agent.
Hongkong, September 23, 1886. 1831

STAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;

ROMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *JANCONA*, Captain S. F. COLE, with Her Majesty's Mails, will be despatched from this Port for LONDON direct, via SUEZ CANAL and usual Ports of Call, on TUESDAY, 12th October, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Passengers and Cargo for MARSEILLES.

E. L. WOODIN,
Acting Superintendent.
Hongkong, September 27, 1886. 1856

NOW ON SALE.

INDEX

TO THE

'CHINA REVIEW'

VOLUME I TO XII

1.—LIST OF CONTRIBUTORS.

2.—ARTICLES.

3.—REVIEWS OF BOOKS.

4.—LIST OF AUTHORS REVIEWED.

PRICE, ———— 60 CENTS.

Can be had at the China Mail Office, Messrs. KELLY & WALSH, Messrs. LANE, CRAWFORD & Co., Hongkong; and Messrs. KELLY & WALSH, Shanghai.

CHINA COAST METEOROLOGICAL REGISTER.

OCTOBER 8.—AT 4 P.M.

Station.

Barometer reduced to sea level.

Thermometer.

Humidity.

Wind.

Direction.

Force.

Weather.

Barometer.

Thermometer.

Humidity.

Wind.

Direction.

Force.

Weather.

Barometer.

Thermometer.

Humidity.

Wind.

Direction.

Force.

Weather.

Barometer.

Thermometer.

Humidity.

Wind.

Direction.

Force.

Weather.

Barometer.

Thermometer.

Humidity.

Wind.

Direction.

Force.

Weather.

Barometer.

Thermometer.

Humidity.